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NOTICE TO CORRESPONDENTS.

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DEATH.

On the 2nd September, at Hillside, Singapore, PIERRE EDOUARD, the only child of Mr. and Mrs. EUGENE MARQUEY, aged 3 years and 4 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th SEPTEMBER, 1903

A LITTLE over two months ago we noticed the report on the trade of Canton by the British Consul-General at that port. The Imperial Maritime Customs returns of trade in 1902 have now reached us, including a report on Canton by Mr. J. C. JOHNSTON, deputy commissioner. Mr. JOHNSTON says, in his introductory remarks, that the statistics give no indication of any commercial depression alleged by some people to have existed at Canton during 1902, but on the contrary show an increased volume of trade. This was the impression conveyed also by Mr. SCOTT's report. Yet droughts occurred both in spring and in autumn, seriously damaging the first rice-crop and ruining the second. On the knowledge of the second failure becoming public, famine and disorder were feared, but, says Mr. JOHNSTON, the local authorities and a few of the well-known charitable institutions of Canton came to the rescue and, with the aid of subscriptions, arranged for the importation of rice from the Yangtze Valley. Prices were thus kept within reasonable bounds, and trade was not disturbed to the extent anticipated. In fact, the net value of trade for the year reached HK. Tls. 79,744,707, the highest on record, and HK. Tls. 19,754,443 in advance of the figures of 1901. All headings of Revenue showed increases, and the total amount collected was HK. Tls. 2,592,260, no less than HK. Tls. 88,869 ahead of the previous best year, 1899. This substantial increase was accounted for by (1) a general

improvement in trade; (2) the application of an effective 5 per cent. *ad valorem* rate of duty; (3) the carriage by steamer of commodities travelling by junk previous to the placing of the native Customs under the control of the I.M.C.

As we so recently examined the report prepared for the British Foreign Office on Canton's trade in 1902, the figures for which are based on the Customs returns, we need not again go into the details. We will confine ourselves to mentioning some of the more interesting remarks in Mr. JOHNSTON's report. "There has," he says, "been considerable activity in the building 'trade' in the foreign concessions, but the 'house accommodation' is yet insufficient for present requirements, the consequence 'being a big rise in the value of property' and house-rents. There has been a good deal of talk about acquiring land on the 'southern side of the river, on the Honam 'back reach, for a general foreign settlement, but the question has not so far 'taken any definite shape.' As was mentioned in the 1901 report, it was proposed to erect godowns to facilitate the discharge of steamers on the ground reclaimed on the north bank of the river immediately above Shamien. This Hong Kong reclamation has been transferred by the Chinese authorities to the railway administration for the Canton terminus of their line. Another reclamation scheme has been in contemplation for years, the tract to be reclaimed and banded being on the north bank of the river, from the Tien Tzu Matou wharf to the Shamien. 'The adoption 'of a system of wharfage dues,' says Mr. JOHNSTON, 'would doubtless go a long way 'towards providing sufficient funds for 'carrying out such a desirable and much 'needed improvement.'

Naturally Mr. JOHNSTON has something to say about piracy, which from times immemorial has flourished in the Canton Delta. "While native junks only," he writes, "traversed inland waters, little was heard of piracy cases; but now that steam launches are plying everywhere, every attack is recorded and, in many instances, 'magnified into a very serious affair.' After mentioning the EVANS case, he goes on to say that it is due to the Chinese authorities to state that "strenuous efforts 'are being made by them to suppress piracy, 'and that a more thorough system of 'patrolling and searching is being 'introduced.' Unfortunately it cannot yet be said that the efforts recorded by Mr. JOHNSTON have met with marked success, though in the Canton neighbourhood, no doubt, things are much better than they were a year ago.

Another blank plague-return was issued from the Sanitary Board Office yesterday.

In response to two enquiries made of us yesterday, we believe that our new Governor, Sir Matthew Nathan, is still unmarried.

Twenty years ago yesterday there was a formidable riot by a Chinese mob at Canton, leading to a great destruction of houses and property on Shamien.

With reference to the letter which appeared in yesterday's issue regarding the insufficient rain-proof clothing of the Police Force, it may be mentioned that about a dozen men at present suffering from influenza and dengue.

The damage caused by the fall of the roof at Mr. Shelton Hooper's house, "Rougemont," in Macdonnell Road, which we recorded in our issue of yesterday, amounts to nearly \$1,500. Mr. Shelton Hooper, who was upstairs at the time of the collapse, had a very narrow escape from injury.

Still another story about the movements of H.M.S. *Argonaut*, which was reported as having sailed for home last Sunday. It now appears that the *Argonaut's* orders do not carry her further than Singapore, and that she will probably remain at that port about three months. The cruiser did not fly a paying-off pennant while in the harbour: this fact has been much commented on, and seems to bear out the latest version.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-night (weather permitting):—
March..... "Wolverine"..... Sopra
Overture..... "Tancrède"..... Kessini
Selection..... "The Geisha"..... Sidney Jones
Song..... "Beloved, It is Morn" Florence Aylward
Selection..... "The Sultan of Motha"..... Cellier
Waltz..... "Gypsy"..... Cresco
Polka..... "Buffalo"..... Cresco
"God Save the King."

The *Batavia* *Gazette* says:—It will be remembered that some European women accompanied certain Baluchis of the Peshin subdivision—back to their country a few years ago from Australia, much to the annoyance of the authorities, who tried, at Karachi, to dissuade them from entering on such a life, and going where, in every likelihood, there was another aboriginal wife, but all efforts were in vain. The ultimate fate of these Australian-bred and born women is a mystery, though the writer saw at least one of them at the local railway station a couple of years back, she having been brought in to the Mission hospital there for medical treatment.

The *Cresy* and the *Leviathan* are expected to leave for Weihaiwei this week.

Kang Yu-wei has gone to Sumatra and Batavia. The reform leader is doing a lot of travelling.

A regular service of passenger-trains is now running on the Peking-Hankow Railway, between Hankow and Chefoo.

The balance-sheet of the Astor House Hotel Co. to 30th June shows a profit of \$109,833.78. The directors recommend a dividend of 10 per cent. absorbing \$50,000. They also propose to write off goodwill amounting \$37,533, and to carry forward \$16,301.

The *Singapore Free Press* makes the extraordinary statement that "a dark skin, such as a Kling's, even if insufficiently clad, is not so indecent as a skin of lighter tint, such as that of many Chinese." So there is a colour line in decency, it appears!

L'Avant du Tonkin says that the Siamese provinces are "simply so many rotten fens which will drop from the worm-eaten tree as soon as anybody takes into his head to shake it a little"; and evidently the Tonkin paper would like to see the little shake which would cause them to fall into the lap of France.

Miss Rose Scott, president of the New South Wales Women's Political Education League, in Melbourne recently speaking to a Pressman, said:—"The States will sever from the Federation sure enough. It may be after a civil war. The Commonwealth makes for centralisation. All that was wanted was a Federal system."

The *Jawa Bode* of Batavia, annoyed at an article in the *Straits Times* last month, makes some strong remarks on that paper and talks of "Mr. St. Clair of the *Straits Times*" as the author of the article, calling him the "Rigoletto of Singapore." The humour of the situation is that Mr. St. Clair (not S. Clair, by the way, for we have a recollection that the *Singapore Free Press* prefers "St." to "S.") is not the editor of the *Straits Times* but of the *Free Press*.

According to the *Volksanzeiger* (Berlin) the two Serbian officers sent from Belgrade to St. Petersburg to accompany King Peter's sons home to Belgrade were detained at the Russian frontier, and were not allowed to proceed further. They waited the arrival of the Princes there, accompanying them to Vienna. One of the officers named Antich had shot Queen Draga, and the other named Shirkovitch opened the door of the Palace to the conspirators. The Russian Minister at Belgrade declined to endorse their passports.

The *Times* of Ceylon describes a visit to the Russian training-ship *Okean*, which left us on Wednesday. "It is significant that not a single officer could speak English at all fluently, or even so as to be intelligible; but all were conversant with the French language, and most of them could carry on a conversation in German. With the aid of these three languages our representative conveyed to several of them the object of his visit, namely, to see the vessel and learn what methods were pursued in regard to the training of the young idea on board. One of the sergeants was kindly placed at the reporter's disposal, and a minute investigation of the vessel was made. The interior seemed to be all boilers and engines. Down in the darkness and the heat, strong, young Russian sailors were being initiated into the mysteries of the machinery. On this steamer, as already stated, there are four different kinds of boilers. All were kept heated by huge furnaces, so that the men could be thoroughly taught their work. There are over 300 stokers and mechanics aboard. They are divided into six batches, and each batch takes its turn in the engine-room. The *Okean* is on her way to the Far East, and then returns at leisure to Russia. There the crew will undergo a practical examination upon what they have learnt during the present voyage. The successful ones will then be in a position to undertake important duties as overseers or foremen in charge of stokers, firemen, and mechanics."

The damage caused by the fall of the roof at Mr. Shelton Hooper's house, "Rougemont," in Macdonnell Road, which we recorded in our issue of yesterday, amounts to nearly \$1,500. Mr. Shelton Hooper, who was upstairs at the time of the collapse, had a very narrow escape from injury.

RAILWAY CATASTROPHE NEAR
PORT ARTHUR.

A passenger from Port Arthur informs the *Shanghai Mercury* that about 4 o'clock on the morning of the 30th August, the train running from Harbin to Port Arthur met with an accident near a station called Wandzelin, about five hours from Port Arthur. The train was running slow, as heavy storms had disturbed the track. The bridge over a small stream proved to have been washed away, so that the engine, tender, luggage, and mail-carriages dropped through, four other carriages left the rails, and the remaining four carriages were unhurt. Two persons were killed, and nine wounded. The informant adds that it was seven hours before a surgeon arrived, and that they were delayed many hours by the mishap. The heavy storms did much damage to the whole railway system.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has fallen considerably over NE. Japan, risen slightly on the China coast. The Northern depression has moved into the Pacific to the E. of Japan.
A circular depression may be forming to the Southward of Hongkong in the low pressure trough, which lies over N. part of the China Sea. Pressure remains high over N. China.
Strong NE. winds in the Formosa Channel, and off the S. coast of China.
Forecast.—Fresh NE. winds, equally rainy.

LATEST STEAMER MOVEMENT.
The O.N. steamer *Koifong* left Manila for this port on the 8th inst., and is expected here tomorrow, at daylight.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

BREAKDOWN ON THE
SIBERIAN RAILWAY.

SHANGHAI, 10th September, 7.30 p.m.

CONGESTION AT DALNY.

A private letter received to-day reports that Dalny is filled with anxious homeward-bound passengers.

DATE OF RE-OPENING

UNCERTAIN.

Officials of the Trans-Siberian Railway are uncertain whether the repairs will be completed in one week or one month.

[In a letter appearing on page 5 under the heading "A Warning to Travellers via Siberia," further details on the subject of the above telegram will be found.—Ed. D.P.]

REUTERS'S SERVICE.

ALGERIA.

LONDON, 8th September.

An attack has been made on a French convoy at Elmurger, Algeria. The fighting was desperate and lasted seven hours. The French force consisted of 250 Foreign Legion and Spanish, of which 37 were killed and 47 wounded.

THE BALKAN TROUBLES.

LONDON, 8th September.

In official quarters in Sofia, it is feared that the conditions are steadily growing worse. The Macedonian organisations are straining every nerve to force Bulgaria into war. Roumania is strengthening the military posts on the Bulgarian frontier.

Russia and Austria have proposed that the Powers make joint representations to Sofia, urging Bulgaria to sever all connection with the Macedonian Committee and warning her to expect no protection should war with Turkey break out. Germany has assented. Great Britain and Italy are willing, but France is doubtful.

TROUBLE AT BEIRUT.

LONDON, 8th September.

A force brawl has occurred at Beirut between Muslims and Christians, owing to a Muslim man having wounded an employee of the American College; the troops who were called out plundered two Christian houses; several killed and wounded.

CORRESPONDENCE.

BEZIQUE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th September.

SIR,—With reference to the query in this morning's issue of your paper concerning bezique, the third player was perfectly right. If he was able to beat the second player's trump, then he would have to play trumps, but if he was not able to beat it, then he was perfectly right in throwing away any other card. I am not able to give any authority upon it, but have played for years and always found this to be correct.—Yours, etc.

PLAY.

"A CHALLENGE."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th September.

SIR,—Will Leebman Singh kindly state whether he is willing to challenge any man, in Hongkong or Kowloon, at Highland bagpipe playing alone? If so, will he kindly have his challenge published in the usual way, stating the sum of money to be played for? Agreement as to judging can be made later on.—Yours, etc.

MURT GHLIME A CHOMHANN.

SUPREME COURT.

Thursday, 10th September.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE

(PUNISH JUDGE).

PARTNERSHIP ACTION.

A case was called, Wong Wo Po v. Tang Kai Cheung, in which the plaintiff sought to prove that defendant was a partner in the Wing Chan firm, 22, Circular Pathway, the case arising out of a judgment given on 29th May for \$1,500. A claim had been heard before the Land Court in respect of property sold by the defendant to the plaintiff and during the hearing of that claim, it was alleged, defendant described himself to the Land Court as being the master of the Wing Chan shop. Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. P. W. Goldring of Messrs. Deacon & Hastings, solicitors), was for the plaintiff, and Mr. N. W. Slade, barrister-at-law (instructed by Mr. E. A. Bonner of Messrs. Deacons & Bowley, solicitors), for the defendant. Evidence was taken.

HONGKONG SANITARY
BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer (President) presided, and there were also present Hon. W. Chatham, Director of Public Works (Vice-President); Mr. C. McL. Messer, Acting Registrar-General; Captain F. W. Lyons, Acting Captain Superintendent of Police; Colonel W. E. Webb, R.A.M.C.; Mr. Fung Wa Chun, Mr. A. Rumbold, Hon. H. B. Pollock, K.C.; Mr. E. A. Hewett, Dr. Pearce, Acting Medical Officer of Health; Dr. Barnett, Assistant Medical Officer of Health; and Mr. G. A. Woodcock (Secretary).

EXEMPTION APPLICATIONS.

An application was submitted for exemption from the provision of backyards in respect of Nos. 2 and 3, Shing Weng Street.

On the motion of the President, seconded by Mr. HEWETT, both applications were referred back to the Acting Medical Officer of Health for further particulars to be provided.

IMPORTATION OF DOGS FROM SHANGHAI.
Further correspondence was laid on the table with relation to the importation of dogs from Shanghai.

The Board had resolved, at a meeting held in July, to recommend that the prohibition against landing dogs from Shanghai be withdrawn as from 18th August, provided no case of rabies had occurred at Shanghai since 3rd February, the date of a Censular letter on the subject.

A further letter, of date 12th August, from the Consul, Mr. R. W. Mansfield, stated that 12 cases of rabies had occurred since 3rd February.

Mr. Hewett intimated that he had no recollection of the Board coming to such a decision. The President—"The Board only recommended that the prohibition should be withdrawn provided no case of rabies had occurred since the 3rd February, as 12 cases had occurred it was evident that the prohibition should be extended."

Mr. HEWETT said that personally he had no recollection of the Board having come to any such decision. At the meeting of 13th July he certainly spoke against the extension of the prohibition especially as the shooting season was now on and sportsmen going up to Shanghai might be unable to bring their dogs back to Hongkong. The letter from Mr. Mansfield was very vague, and he thought that before any steps had been taken in the matter it would have been better to have got further information. It was a question that should have been submitted to the full Board. He had already had occasion to speak against the individual action of members of the Board. In one instance a meeting of the Board was called without the majority of the members having been consulted, and on two different occasions.

THE PRESIDENT—I am afraid you are speaking away from the point.
Mr. HEWETT, continuing, said that, so far as he understood, the Board had not come to any such decision with reference to the prohibition of dogs from Shanghai. They had come to a decision which without reference to them had been upset. The principle, he maintained, was altogether wrong. No decision should be submitted to the Government as being the decision of the Board which had not been passed by the full Board. There was no security in the future for the members of the Board that in the event of them arriving at any decision one or two members might not take it upon themselves to send to the Government a report different from the real decision of the full Board.

Hon. Mr. POLLOCK supported the remarks that had been made by Mr. HEWETT, saying that before anything was sent to the Government as being the decision of the full Board the Board should have been consulted.

The PRESIDENT said he thought there was a misunderstanding on the part of Mr. HEWETT in this matter. It was considered at a meeting of the Board and the Board resolved that the prohibition against dogs from Shanghai should be withdrawn provided that no rabies had occurred in Shanghai since February last. That was sent to the Government. The Government communicated with Shanghai and the answer was that 12 cases of rabies had come to the knowledge of the Consul since February. That being so, he took it for granted that the prohibition was to be withdrawn only if there had been no cases of rabies and that as there had been cases the Board must maintain the prohibition to continue. The prohibition ceased on the 18th ult. and it was necessary that the Government should know what the Board recommended in the matter. Therefore he took it upon himself to conclude that it was the decision of the Board that as there had been cases of rabies the prohibition should continue.

The VICE-PRESIDENT remarked that in a matter of this kind where urgency was necessary on account of the prohibition that was in force coming to a termination, the action of the President had taken was only right and proper. The decision of the Board at its former meeting, if it meant anything at all, meant that the prohibition was to remain in force if there had been cases of rabies occurring in Shanghai, and therefore he thought it was perfectly justifiable that the President should inform the Government that the Board was of opinion that the prohibition should continue in force.

THE PRESIDENT—Next business.
Mr. HEWETT asked if there was nothing further to be done in connection with this matter?

The PRESIDENT—There is no motion before the Board.
Hon. Mr. POLLOCK thought there should be some motion before the Board, because as he

understood it what seemed to have been quite an irregularity had taken place—a certain communication had been sent to the Government with reference to what the Board would recommend and he believed the effect of this would last for something like six months. To legalise the matter there ought to be a motion.

The PRESIDENT—The Government have already extended this prohibition.

Hon. Mr. POLLOCK—By Government proclamation?

The PRESIDENT—Yes.

Hon. Mr. POLLOCK—Has it to be done on the recommendation of the Board under the Ordinance?

Mr. HEWETT replied that it had to be so done. It was in the last *Gazette*. Personally he was not satisfied with the explanation given by the President and he thought there should be some motion put before the meeting.

The PRESIDENT thereupon moved that the action taken by him be endorsed by the Board. Captain LYONS seconded and the motion was carried by a majority, those voting against being Hon. Mr. Pollock, Mr. Hewett, and Mr. Fung Wa Chun.

Hon. Mr. POLLOCK remarked that he was simply voting on the question of principle and not with regard to the reasonableness or otherwise of the motion.

The VICE-PRESIDENT—The motion was not one of principle. It is an abstract point.

Hon. Mr. POLLOCK—It is not an abstract point, but a very concrete one.

Mr. HEWETT—It is not an abstract point, but a very important principle.

A CATTLE-SHED.

There was laid on the table an application for permission to erect two temporary wooden sheds on Farm Lot 23 for the purpose of housing dry cattle.

The application was granted.

FOOD-LICENCES.

In connection with an application for a licence to sell pork, poultry, and vegetables at 46, Sai Wan O, Mr. HEWETT intimated that no sale of pork, etc., should be allowed on the island without a licence. If necessary the Ordinance should be amended to that effect.

Hon. Mr. POLLOCK suggested that the matter be referred to the sub-committee dealing with Ordinance 1 of 1903.

The PRESIDENT said there were on the island a number of villages which had sprung up recently and which did not come within section 77 of the Ordinance. He moved that the Government be recommended to include those villages within the scope of the Ordinance. The motion was agreed to, and the application was granted.

TIMEWASHING.

The timewashing return for the fortnight ended 1st September showed that 1,630 houses in the Eastern and 3,199 houses in the Western District had been treated. In the latter district fines to the extent of \$1,370 were recovered.

RAT RETURN.

The rat return showed that during the fortnight ended 7th September 643 rats were destroyed; of these, 22 were found to be infected with plague.

The PRESIDENT stated that, though these numbers were smaller, more rats were being caught in the dwelling-houses. For the last three weeks the figures were respectively 4, 33, and 71. The percentage of plague-infected rats was higher than formerly.

NULIANS IN THE WESTERN DISTRICT.

There was laid on the table correspondence relative to the training of nuliains in the Western District. Dr. Pearce having visited and reported upon them as to their being possible breeding places for anopheline mosquitoes. In his report Dr. Pearce suggested that a particular stream at Kennedytown should be allowed to be used by washermen as a place where they were not found in the same way as used for washing purposes.

The PRESIDENT moved that this proposal be approved and that the Captain Superintendent of Police be informed to allow the washermen to use this stream.

Hon. Mr. POLLOCK seconded and the motion was agreed to.

This was all the business.

LATE TELEGRAMS.

[VIA NORTH AUSTRALIA.]

DEATH OF A SILVER MAGNATE.

Alvarado, who discovered the famous Catemilco silver-mine in Mexico, has just died. He leaves—besides his interests in the above and other mines—the sum of 70 million dollars (about £14,000,000) in hard cash.

AUSTRALIA IN LONDON.

Adelaide, 21st August.
The Federal Government intends to ask the sanction of Parliament to the appointment of a Federal High Commissioner in London.

SMUGGLING ON AUSTRALIAN PLACENT.

Adelaide, 21st August.
The *Stowaways* on board the steamer *Royal Arthur* have just been convicted and ordered to pay a fine of £50 each for smuggling cigars.

LIPTON'S UNFULFILLED HOPE.

Adelaide, 21st August.
Lipton is confident of winning the Cup if he gets a good wind considering his yacht as being the faster and more weatherly vessel of the two in a strong breeze.

THE FEDERAL CAPITAL.

Adelaide, 21st August.
A deputation of leading residents of Sydney has waited upon Premier Barton asking that the Federal High Court shall be located in that city.

GREAT FIRE IN HUNGARY.

Adelaide, 28th August.
A great fire has occurred in a large fancy goods emporium at Buda Pesth, resulting in the death of sixty persons. The fire spread with lightning rapidity and thirteen persons lost their lives by jumping from the upper stories into the street.

LORD SALISBURY'S SISTER.

Adelaide, 28th August.
A cable states that the late Marquis of Salisbury's half sister was buried on the same day as the aged Premier died.

THE BALKANS.

Adelaide, 28th August.
The Turkish Government is said to have now 150,000 well armed troops in readiness to undertake a general movement against the Macedonian insurgents, and some serious fighting is expected.

POLICE COURT.

Thursday, 10th September.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

A THIEVING BOY.

On Wednesday night Mr. Adam Rosen, engineer at Quarry Bay shipyard, and living at Wild Dell, Wanchai Road, gave his boy into the custody of the police on a charge of stealing \$3.50 worth of him. He had suspected the boy of stealing and when he went out in the evening he put a match in the pantry-door in such a position that it must fall out in the event of anyone opening the pantry. When he got back home he found that the pantry had been opened, for the match was not in the position, in which he had placed it. This was circumstantial evidence of wrongdoer entry, and when Mr. Rosen examined the contents of the pantry he discovered conclusive proof of theft, for a large piece had been cut out of a ham, and the thief had effected the theft very cunningly, having first taken off part of the rind, then dug out a piece of the ham, and replaced the rind, so that the theft could not be readily discovered. Sentence—one month. Inspector Collett prosecuted.

DARING SHOP-THIEF.

On Wednesday three Chinese ragabonds went into a piece-goods shop in Queen's Road West for the ostensible purpose of purchasing odds and ends, and while two of their number kept the attention of the shop-keeper, engaged the third made familiar with the till. Leaving over the counter he drew out a drawer containing a cigar-box with some \$15 in small change in it, and he had just grabbed a handful of 10-cent and 20-cent pieces when the shop-keeper turned round and saw him making off. The shop-keeper raised an alarm, and in the excitement the thief dropped the stolen money and ran off post-haste. He had only gone a few yards however when he was captured and brought back, and he and his confederates were given into police custody.

At the Police Court these three denied that they were confederates of the thief, but his Worship found their complicity proved to his satisfaction and sent them both to prison for three months with hard labour. The actual thief, who turned out to be a man with a previous conviction against him, was sentenced to four months' imprisonment with hard labour.

THEFT OF A RICKSHA.

An old Chinese gentleman left his private ricksha in Queen's Road near the Western Market on Wednesday while he was transacting some business, the coolie remaining in charge. The coolie wheeled the vehicle into the side-chapel and after a little while took a stroll along the street, thinking the ricksha quite safe where it was. But when he returned, he found the thing gone. He asked the bystanders if they knew anything about it and was told that a coolie had just taken it away in the direction of West Point. He followed up the course indicated and at the top of Third Street he espied the missing ricksha, and the thief busy with a screw-driver taking the brass mountings off the hood. He at once made to lay hold of the thief, but the latter was too smart for him and bolted. The coolie gave chase and after a long pursuit he captured him in Des Vaux Road and took him to the Police Station and lodged a complaint with Inspector P. McNabb.

His Worship sent him to prison for three months with hard labour.

BEFORE MR. J. H. KEMP (ACTING
POLICE MAGISTRATE).

HORRIBLE CRUELTY TO A CHILD.

A Chinese woman who lives at 34 Station Street, Yau-mai, and is popularly known as a witch or believed to have communications with the spirits, was brought up on a charge of cruelty to a six-year-old girl. The evidence showed most horrible and revolting cruelty, to have been committed upon the child. It appeared that the little girl was the child of a woman who owed money to the defendant and who lent the child to the defendant as a sort of security, at the same time paying \$2.50 a month for her keep. The prisoner worked as a match-box maker and the child assisted her. Witnesses stated that when the little girl happened to spoil a box the defendant beat her, and in the Court sticks, bamboos, etc., that she had used upon the girl's body were produced and the marks of the ill-treatment were only too obvious on the girl's person. On Wednesday the defendant got angry at something the child had done and forcibly made her swallow a quantity of human ordure. The neighbours heard of this outrage and lodged information with the police that led to the woman's arrest. The Magistrate imposed the well-merited punishment of three months' imprisonment with hard labour.

The Scottish Highlands have been more than once agitated over the mere suggestion that the phillibeg should make way for the tweed on the soldiers of the North. Controversy, indeed, has always been more or less busy with the kilts, and one of the few things which have been placed beyond dispute is that it is a healthy garb. When the Fraser Highlanders landed in North America in 1757 it was proposed to change the dress on account of the cold winters and hot summers. The officers successfully opposed this, and were ultimately justified by the Highlanders being the healthiest soldiers in the Army. In the campaign in Holland in 1794 some regiments lost as many as three hundred from disease; but the Black Watch, which had three hundred recruits in its ranks, had only twenty-five casualties, including the killed in battle.

REVIEW.

The Book of Marco Polo. Translated and Edited by Colonel Sir HENRY YULE, R.E., C.B., K.C.S.I. Third Edition, Revised throughout by HENRI CORDIER (of Paris). London: John Murray.

(Continued).

From Shachoo, Polo went on to Sakohar (Suhebo), and then to Campioh, correctly identified by our authors as Kanchoo, the present capital of the province of Kansu. From this again both editors have mistaken the route, actually traversed by the Polo-Leaving Kanchoo, then, they went N.N.W. to a place which Polo calls the "city" of Elaina, which we may assume to have been a halting place somewhere on the river flowing north from Suhebo, called in modern Chinese maps Gochina; and which loses itself in the great Mongolian depression. This will bring into order Polo's description of Karakorum, as well as account for the digression here, in which Camul and Chigialas are mentioned. Kublai Khan, to whom the Polos were consigned, was at the time of their arrival in Tangut, probably in the spring of 1270, engaged in mortal conflict with Kaidu; he was evidently in the north, but where may well have been uncertain, as between the war in China, at the time confided to the care of Kublai's famous general, Bayan, and the ever active Kaidu, Kublai was kept on a continual stretch. Here the Polos evidently rested till they got instructions to proceed to Kublai's new capital which, as explained in the 14th chapter of the prologue was situated at Komein. This was K'ai-ping Fu, beyond the Great Wall, which Kublai on selecting it as the site of his court designated officially Shangtu, "Supreme Capital."

Having followed Marco in his adventurous journey across Asia from Tabriz to Pechili, we may afford to pause to look at the condition of the Empire. With the fall of the Tang dynasty in 905 the strong bond that had held together the realm of China was broken, and for upwards of half a century China was the sport of adventurers, five of whom in different portions of the land succeeded in establishing governments of momentary stability sufficient to benefit the official line of empire. At last for China south of the Yellow River this state of confusion was terminated by the general recognition of the rule of a new dynasty calling itself Sung, in the year 960. Sung was, however, by no means master of all China. During the troubles incident on the fall of the old Tang, a chief of Tungusic, or more correctly Ushwar, origin, had seized the provinces of Shingking and Pechili, and with them the greater part of China north of the Hwangho. The personal name of the chief as rendered in ordinary Chinese is put down as Yeh Apoki, but the Chinese is put down as Yeh Apoki, but the phonetic elements when compared with Korean, point to Selir Alpar. Anyway Selir belonged to the important Ushwar tribe of the K'itans, which in northern Asia and Russia has given to China ever since the name of Khitan. To his new empire Alpar gave his own family title of Selir, which, as also in the case of the chief river of the district, the Sira Murem, became converted into Chinese Liao. The dynasty lasted some two hundred years, when it was overthrown by a people of kindred race, the Nuchen, or rather Juchen Tartars, the remote ancestors of the present Manchus, who established the dynasty called in the Chinese annals the Kin, or Golden. The real name of these Nuchen was Chorchas, or in plural Chorchon, and for some centuries they dwelt about Lake Baikal, as our author correctly informs us in his notice of Karakorum. In 1208 the last king of the Wighurs, having rebelled against the Kara Khitai ruler, and fearing punishment, threw himself into the hands of Jenghis Khan, who had by this time become an important factor in Eastern Asiatic politics. Jenghis received him gladly, and the next year, apparently acting under his instigation, we find Jenghis attacking Kansa. This was the first attempt of the new Mongol empire to extend its dominions to the south.

A few words of explanation are here necessary. About the year 1032 a chief who bore the Chinese name of Li Yuen-han, who he claimed to be a descendant of the old imperial house of Tohar, had succeeded in establishing a kingdom of his own in Tangut, which, as before mentioned, he called Dongkar. This from a pretence to emulate the faded dynasty founded by the mythical Yu, he rendered in Chinese as Si Hia or Western Hia. This kingdom extended over the modern Kansu and the adjacent lands to the north and west, and with the contemporaneous Liao and their successors the Kin dominated the entire of northern China. Polo gives a somewhat different account of the origin of the quarrel with Tangut. Jenghis was desirous of adding to the lustre of his house by an appropriate marriage and sent to his neighbour to request his daughter for a wife, a request indignantly rejected. As precisely the same tale is told of the leader of the Tughlak Turks and the king of the Uvars in the sixth century, we may remit the story to the realm of fable. The fact, however, remains that a war, apparently unprovoked, did break out between Jenghis and the King of Si Hia.

Marco has no hesitation in calling the prince Prester John, and after the demand to have been made in 1200, while Horwath names 1209 as the year for commencing hostilities. Probably both are in part equally right and wrong. Jenghis, even according to Marco, must have been for some years making his preparations, and the first attack may well have taken place before the invasion of Kansa. But this notice of Polo's opens up one of the interesting questions of history. Who was Prester John?

While in Europe the Church was winning its way slowly but surely amongst the emigrant tribes who had followed the fall of the Roman Empire, in Asia the Nestorians were no less zealous in spreading Christianity amongst the northern peoples. We have little evidence of the amount of work done, but a chance document preserved mentions in the 4th century twenty-four patriarchs and fifty-six bishops belonging to the Nestorian Church, between Damascus and Eastern Tartary. Marco Polo himself everywhere along his road from Kashgar to China found Christianity firmly planted, and churches and congregations in all the cities. In 1145 the Roman Catholic Bishop of Gabsa (I here quote the late A. Wylie), made a journey to lay certain complaints before Pope Eugenius III. Amongst other things he told of how a certain potentate whom he called John, who was both king and priest, who lived far to the east, and with his people was Christian, had waged war against the sovereign of Persia, and being successful, had determined to start in aid of the Christians before Jerusalem. There was more than a mere medium of truth in the story. The conquest of western Asia by the Saracens had excited the patriotic feelings of the older peoples, and though the Persian state had entirely collapsed after the battle of Nahavand, the spirit of resistance was by no means extinct, and the Mohammedan arms advanced but slowly in Transoxiana and Baktria. Although the Sassanian rulers of Persia had been zealous Zoroastrians, and had steadily repressed the growth of Christianity, the number of adherents of the faith, especially outside the limits of Persia proper, was by no means insignificant. In addition to Zoroastrianism there were numerous Jews and Manichees; but next to the religion of Zoroaster, that of Christianity was at once the most numerous in adherents and most influential. These Christians belonged to the Syrian Church, and acknowledged the teachings of Nestorius.

But Christianity had been not only widely spread in Persia, but had penetrated far into Transia, where with Buddhism we find it contending in the 10th century for predominance. In the 6th century, the Chinese records tell of the rise of a new Turkish power, the Tughlak, or "Helmet Turks," who became so powerful that in 545 the Sassanian King, Anushirvan, sent to their Ilkhan, Timur, an embassy. The result of this was soon evident: the two monarchs set upon the Indo-Skythian kingdom of the Ephthalites, which they partitioned, Persia taking the lands south of the Oxus, and the Tughlaks assuming Sogd and the lands north of the great river. There are some slight indications that the ruling house of these Turks was Christian; at all events, when Timur died in 558 he was succeeded by a son who bore the name of Isaac; as these were pre-Islamic days, we must conclude that Isaac at all events was a Christian. The names of his successors are for the most part Persian, which does not count one way or the other.

The successors in these regions of the Tughlak Turks were the Wighurs, as to whose Christianity we have several allusions. The Mohammedan author quoted by Bretschneider tells a curious tale of Batu Khan, the reputed founder in the 13th century of the Wighur state. The Wighurs at the time were believers in the Kora, native sorcerers, but were not content, so they sent to the Khan of Khitai, who was an "idolater" for the *Nami*. These *Nami* had a sacred book which indicated principles of morality, especially the avoidance of injury to others, or even to animals. After a public discussion Batu Khan and his people accepted the religion of the "Book." At all events, the Mohammedan goes on to add that these Wighurs were of all the idolaters of the East the greatest foes to the religion of The Prophet. This, and all about Batu Khan, is merely untrustworthy legend, but the fact remains that after his time the Wighurs certainly borrowed from the Nestorians their alphabet and literature. Carpini in as many words calls the Wighurs Christians, and even Babrook, though in general terms he speaks of them as idolaters, says that in all the states are mixed Nestorians and "Saracens."

The next we hear of Prester John is a letter professing to emanate from him, which was received in Europe towards the latter part of the 12th century, and bore date in 1165. Fortunately a copy of the letter addressed to Emmanuel, the Byzantine Emperor, has been preserved. After boasting of the wide extent of his dominions and his zeal for Christianity, the letter says:—"The palace in which our sublimity dwells is after the pattern of that which the Holy Thomas erected for King Gondoforo; the ceilings, pillars, &c., are of rarest woods and over the gables are two golden apples, in each of which are two carbuncles, that the gold may sparkle by day, and the carbuncles shine by night. . . . Twelve archbishops sit on our right hand, and on our left twenty bishops. The Patriarch of St. Thomas, the Metropolitan of Samarkand, or the Bishop of Susa, each in his turn reverberate by us."

It has been the custom to decry this strange epistle as a silly forgery, got up by some wondering European monk, yet the document bears on the surface evidence of its genuineness, as having proceeded at least from Central Asia. In this connection the allusion to the court of the Indo-Skythian monarch and the Apostle Thomas is more than curious in the supposition that the document is a rank invention. This is accentuated by the allusion to Samarkand as the seat of Prester John. In saying so much for the genuineness of the document, we are not, however, to be taken as implying that it was an authentic ecclesiastical letter sent to Europe by Prester John himself, claiming the assistance of all Christian potentates in his crusade against Mohammedanism, but rather that it was an emanation from some other pious Nestorian priest, desiring in the interest of his Church to excite the sympathies of his European fellow-Christians.

It will be instructive to enquire how far this explanation will meet the actual circumstances of the case. The East is the place for romantic adventures, and one of the most wonderful of these, to which even the story of Babar must yield precedence, is the tale of the foundation by the prince, commonly known as Yeh Tashi, of the Karakhitai Empire, which for some forty years actually dominated Western Asia. Yeh's surname was certainly Selir, and his personal name was almost as certainly Tasha, Tiger, Selir, then, was a near relation of the last emperor of the Khitan or Liao dynasty, who ruled in North China contemporaneously with the Sung in the south. Having incurred the enmity of the Emperor, whom he had abjured for his inability in not resisting the encroachments of the Kins, just then beginning to threaten his throne, Selir fled with 200 horsemen to Urumtsi. Here he roused the enthusiasm of the Wighur, and other clans about, and having raised a considerable army, set out to attack the Arab invaders of western Asia. So far, including Selir's professed war cry of attacking the "Arabs," we learn from the *Liao Shu*. The result was that in the course of some years he had been everywhere victorious, and had checked Arab predominance not only in Central Asia, but had been acknowledged as suzerain from Persia to Afghanistan. He held court at Samarkand, where he resided in right royal state. In 1135 Selir died leaving the throne to his son Elieh, probably Elias. He having died in 1155, leaving his son a minor, a regency under the Empress Pouswan, or Buswan, succeeded. It was during this regency, and when the short-lived empire was already exhibiting signs of decay, that the letter was written.

We learn but little from Chinese sources of Selir Tasha, but they tell us that he was a distinguished scholar in the Hanlin, on which account he won high promotion; it then goes on to say that he became a *linga*, which the translators are unable to comprehend. The characters 林牙 are, however, capable of being rendered as "lama," and Gabelentz gives as the meaning of *linga* in Manchu simply priest, without any qualification of Buddhist or otherwise. In any case the Chinese annals inform us that he was popularly known as "Tasha Lama." This in connection with the subsequent title of "Prester" is at least a remarkable coincidence, if nothing more. We learn nothing directly of his religion, except that he had a thorough hatred of Mohammedanism, which is, of course, compatible with his being either Christian or Buddhist. His grandson, the last of his family, according to the Mohammedan writers, gave his daughter in marriage to Guchluk, son of Talyang, King of the Naimans, who had taken refuge at his court after his father had been slain by Jenghis, an act of generosity which he repaid by taking possession of the throne. Guchluk was certainly a Christian, so the probability is that his father-in-law was one also. True the Mohammedan writers tell us that after Guchluk's marriage he turned Buddhist, but that may very well have been to escape the reprobation of the Christians.

Marco, we have seen, applied the title of Prester John to the so-called "Emperor" of Si Hia, but he apparently forgot that it was the much more important monarch of the Kara Khitai to whom as Prester John, he in Bk. I. Ch. xiv., makes the Chorchas pay tribute.

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It is not from any falling off in the interest of Marco Polo's further journeys, nor from any lack of importance in the subjects and places treated of that we must now prepare to take our leave of Marco and his charming collaborators, but that the subject is too large to enter on in a notice of this sort. We should, indeed, require as partly a pair of volumes to discuss all the new subjects alone which have arisen since Colonel Yule made the exposition of Marco Polo's travels the work of his mature age. It is not speaking unkindly of M. Cordier himself to say that this conclusion must have been uppermost in his mind when writing his extra notes. The history of Marco's times in the Far East requires to be written by a master hand. The trouble hitherto has been that those who know Chinese seldom knew anything else, and were outside the great world of literary criticism, while those who had studied the other phases of the subject were content to take their Chinese from an uncritical generation of professed Sino-logues with whom every scrap of writing, provided only it were in Chinese characters, was of equal value.

One equal only, which, as it has been supposed to reflect on the credibility of Polo, I may mention. Marco has been unbraided with his omission of the Great Wall in his otherwise graphic descriptions of the land; and the omission has been made use of to throw discredit on the entire of his work. There is more than one reason for his not mentioning the wall. In the first place the wall does not occupy in the Chinese mind anything like the importance it assumes in foreign eyes. It is mentioned in the *Szu Ki* in the ordinary course of the annals. The idea that it was a gigantic work built, "the idea that it was a gigantic work built, and carried out by one man in a short time," is a later origin. Another and better reason for Polo's omission is that at the place where the travellers must have crossed the wall, it is either altogether absent or is a mere petty earthwork, which might have been crossed without notice; this place must, as absolutely without doubt, have been in about latitude 40° N. The error arose from insufficient consideration of the line taken by the Polos from Kanchoo to Kara Korum.

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TO LET.

No. 2, "MAGDALEN TERRACE," MAGAZINE GAR.
Apply to—**SPANISH PROCURATION.**
Hongkong 1st July, 1903. [73]

TO LET.

COMMODIOUS New Buildings in SEYMOUR ROAD, Nos. 1, 3, 5 and 7. Suitable for European Families. Terms Moderate.
Apply to—**WING CHEONG.**
35, Queen's Road Central.
Hongkong, 14th August, 1903. [2295]

TO LET.

No. 13, KNOTSFORD TERRACE Kowloon.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 19th August, 1903. [1287]

TO LET.

No. 10, WYNDHAM STREET.
No. 24, CAINE ROAD.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 12th August, 1903. [1386]

TO LET.

ONE ROOM, suitable for an Office, opposite the Bank.
Apply to—**H. C.**
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

GODOWN TO LET.

No. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Yarn or Coal.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 11th July, 1903. [1888]

TO LET.

ONE FIRST-CLASS SPACIOUS GODOWN at West Point.
Apply to—**"GODOWN."**
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.

4 GODOWNS, A, B, C, D, in Russell Street.
Apply to—**Daily Press Office.**
Hongkong, 9th September, 1903. [2542]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 85 and 86, PRAYA EAST.
Apply to—**H. N. MODY.**
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

BOARD AND RESIDENCE

M. MATTHAEY.
PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL.
(Entrance by Zealand Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [1897]

BOARD AND RESIDENCE.

MRS. GILLANDERS.
"GLENWOOD."
21, CAINE ROAD.
Hongkong, 26th March, 1903. [915]

BOARDING ESTABLISHMENT.

"TANG YUEN."
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.
Apply to—**MANAGERESS.**
Maddison Road.
or
FAIRALL & CO. Queen's Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to **Mrs. MATHER.**
2, Pedder's Hill.
Hongkong, 1st January, 1893.

THE PERKING MASSACRE AGAIN.

The London evening paper the Sun revives the question of the "Perking massacre" story which through the columns of the Daily Express and Daily Mail, followed by the other home papers misled by them, so harrowed people's feelings all over Europe, and which in a brief form was accepted by most papers (though fortunately not quite all) in the Far East. The Sun deals with the Daily Express version and at the end of a long article writes as follows:—

"That the Daily Express was badly hoaxed is obvious. About that there can be no manner of doubt. But was it honestly hoaxed? Well, here are the facts. The Daily Express got a telegram from Shanghai dated Saturday, July 7th. What was in the telegram we do not know. Presumably, it referred to a rumour that the Legations had fallen. There were many rumours at the time that to effect in Shanghai, accurately described by the leader writer of the Daily Express as 'the land of lies.' As likely as not the telegram said that after the fall of the Legations there had been a massacre. But there it stopped. For the telegraphic account from which we have so largely quoted was not written in and despatched from Shanghai. It was concocted in Fleet Street, and concocted there not only with the knowledge, but under the direction, of the Editor of the Daily Express. A gentleman, simply said, who could not understand how such minute details of nameless horrors could have been sent from Shanghai to the Daily Express by 'exceptionally well-informed men,' will be able to judge the value of information and its source, made some enquiries, and, as luck would have it, came across the writer of the telegram, an officer of the British Army on the retired list, who at that time was doing a good deal of work of one sort and another for the Daily Express. This officer told our informant that on the receipt of the Shanghai telegram to which we have referred above he was instructed to 'expand it.' Said the Editor, or his responsible representative, to him, 'You know how they do these sort of things in the East. The telegram says the Boxers have got into the Legations. You can imagine what followed. You have served in China and India, and you know what happens after a successful attack by Asiatics. Draw on your experience, and give us an account that will serve. It should make good copy.' The officer agreed. We do not suppose that either he or his employer would have written or published his narrative of mythical horrors if either had not honestly believed that the Legations had fallen and massacre ensued. But that does not carry us very far. Our informant, with small knowledge of the methods of sensational journalism, found it difficult to believe that there had been any such concoction of news. Whereupon the writer of the narrative offered to swear to the correctness of his statement. The officer was accepted, and the affidavit made at the office of the nearest solicitor. We have it before us. It runs:—

"I, Captain —, hereby make oath and say:—That a telegram which appeared in the Daily Express of July 16th and which purported to come from the special correspondent of the Express at Shanghai, and to report the horrible events that accompanied the massacre of the residents at the Legations, was in fact expanded by me from a telegram of a few words, the expansion containing all the most gruesome details. Sworn at — in the County of London, this 11th day of August, 1900. Before me, a Commissioner to administer Oaths in the Supreme Court of Judicature in England. Signed in the presence of:—

"We omit names and addresses. They will be published if required. It is not necessary to say much more. We should be among the last to decry enterprising journalism, or to fail to recognise it when shown by any of our contemporaries. But to 'expand' a telegram that rested on nothing better than a rumour that the Legations had fallen, to tell England—nay, the whole civilised world—that that which was feared had happened, and that the most awful imaginings did not exceed the reality—that is the sort of newspaper enterprise that will, we hope, remain rare with us, that disgraces and degrades the profession to which we belong."

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BOMBAY COTTON TRADE.

EXPORTS TO CHINA AND JAPAN.

The Indian Textile Journal gives the following particulars of the export of cotton from Bombay to China and Japan during the year ended June 30th last:—

China.—The total exports to China amounted to 24,428 bales against 19,151 bales last year. The latter figure, however, was an abnormal one and due to exceptional circumstances. The past year's crop of Chinese cotton was a very large one, and prices in China ruled relatively cheaper than those for cotton laid down from Bombay. For the first half of the season under review the exports to China were consequently very small. During the second half the shipments amounted to 19,000 bales, chiefly towards the end of the statistical year.

Japan.—The exports to Japan totalled 312,648 bales this year against 690,193 bales last year. The extent of the very heavy shipments to Japan was due not to a legitimate demand from Japan spinners, but to the enormous quantities of cotton sent on consignment. These were so large and so much in excess of Japan's requirements that on the 1st October, 1902, there was a stock in Japan of about 250,000 bales. Japan spinners bought considerably of American cotton early in the season, while the very large Chinese crop and the low Chinese exchange which stimulated exports from China enabled Japan to draw large supplies thence, her import of Chinese cotton amounting to about 270,000 bales. She was all the more impelled to this by the relative cheapness of Chinese cotton. It was consequently estimated that Japan would not take from Bombay more than 313,000 bales, the actual amounting to 312,648 bales, the bulk having been in the second half of the season under review, while even in this total a considerable quantity was on consignment account. Generally speaking, Japan would appear to have supplied the bulk of her requirements for the year at very moderate prices.

The London evening paper the Sun revives the question of the "Perking massacre" story which through the columns of the Daily Express and Daily Mail, followed by the other home papers misled by them, so harrowed people's feelings all over Europe, and which in a brief form was accepted by most papers (though fortunately not quite all) in the Far East. The Sun deals with the Daily Express version and at the end of a long article writes as follows:—

"That the Daily Express was badly hoaxed is obvious. About that there can be no manner of doubt. But was it honestly hoaxed? Well, here are the facts. The Daily Express got a telegram from Shanghai dated Saturday, July 7th. What was in the telegram we do not know. Presumably, it referred to a rumour that the Legations had fallen. There were many rumours at the time that to effect in Shanghai, accurately described by the leader writer of the Daily Express as 'the land of lies.' As likely as not the telegram said that after the fall of the Legations there had been a massacre. But there it stopped. For the telegraphic account from which we have so largely quoted was not written in and despatched from Shanghai. It was concocted in Fleet Street, and concocted there not only with the knowledge, but under the direction, of the Editor of the Daily Express. A gentleman, simply said, who could not understand how such minute details of nameless horrors could have been sent from Shanghai to the Daily Express by 'exceptionally well-informed men,' will be able to judge the value of information and its source, made some enquiries, and, as luck would have it, came across the writer of the telegram, an officer of the British Army on the retired list, who at that time was doing a good deal of work of one sort and another for the Daily Express. This officer told our informant that on the receipt of the Shanghai telegram to which we have referred above he was instructed to 'expand it.' Said the Editor, or his responsible representative, to him, 'You know how they do these sort of things in the East. The telegram says the Boxers have got into the Legations. You can imagine what followed. You have served in China and India, and you know what happens after a successful attack by Asiatics. Draw on your experience, and give us an account that will serve. It should make good copy.' The officer agreed. We do not suppose that either he or his employer would have written or published his narrative of mythical horrors if either had not honestly believed that the Legations had fallen and massacre ensued. But that does not carry us very far. Our informant, with small knowledge of the methods of sensational journalism, found it difficult to believe that there had been any such concoction of news. Whereupon the writer of the narrative offered to swear to the correctness of his statement. The officer was accepted, and the affidavit made at the office of the nearest solicitor. We have it before us. It runs:—

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"I, Captain —, hereby make oath

SHIPPING.

ARRIVALS.
Sept. 9, BRAKMAR, British str., 2,316 W. Watt, S. N. Co.
Sept. 9, CLARA JENSEN, German str., 1,103 T. Beadixen, Hongkong and Hollow 6th Aug. Coal.—JENSEN & Co.
Sept. 9, PHA CHULA CHOM KHAO, German str., 1,558, P. Bohn, Bangkok via Kohli-chang, 5th September, Rice and General.—BUTTERFIELD & SWIRE.
Sept. 9, TATLER, German str., 828, Michelsen, Holo 5th September, Sugar and Sandries.—MEYER & Co.
Sept. 10, CANTON, British str., from Canton.
Sept. 10, PEICHING, Chinese str., 950, H. Spear, Hankow 3rd Sept., Rice and Beans.—CHINESE.
Sept. 10, FINNEY, British str., 1,000, Jones, Hamburg 21st July and Port Said 10th August General.—SANDER, WIELER & Co.
Sept. 10, KALIAN, British str., from Canton.
Sept. 10, LOKSANG, British str., from Canton.
Sept. 10, TINGSHANG, British str., from Canton.
Sept. 10, WINGSHANG, British str., 1,517, Seller, Hankow 2nd September, Rice.—JARDINE, MATHESON & Co.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
10th September.
Bygde, Norwegian str., for Hongkong.
Darjin Maru, Japanese str., for Swatow.
Hainan, British str., for Swatow.
Hainan, French str., for Hongkong.
Madeline Rickmers, German str., for Bangkok.
Paku, British str., for Shanghai.
Rajaburi, German str., for Hongkong.
Tadain, British str., for Swatow.
Wabau Maru, Japanese str., for Kobe.

DEPARTURES.
10th September.
ANYING MARU, Japanese str., for Coast Ports.
FEICHING, Chinese str., for Canton.
HANOI, French str., for Hongkong.
HONG BEI, British str., for Amoy.
KWEILIN, British str., for Canton.
OLYMPIA, American str., for Tacoma.
PEKIN, British str., for Shanghai.
RAJABURI, German str., for Bangkok.
S. V. LANGK, Dutch str., for Pulo Samboas.

VESSELS IN DOCK.
10th September.
Kowloon Dock.—Pembroke, Hyege, Portland, H.M.S. Fane.
COSMOPOLITAN DOCK.—Hobbs, Borneo.

SHIPPING REPORTS.
The British steamer *Wingang*, from Hankow 2nd Sept., had light to moderate S.E. breeze and cloudy weather.
The German steamer *Pha Chul Chom Kha*, from Bangkok via Kohli-chang 3rd Sept., had moderate wind and sea; rainy during latter end of voyage.
The British steamer *Feiching*, from Hankow 3rd Sept., had light southerly winds and fine weather to Lamook; from thence to port moderate N.E. winds with heavy rains.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"HAICHING."
Captain Passmore, will be despatched for the above ports TO-DAY, the 11th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS STEAMSHIP CO. & CO.,
General Managers.
Hongkong, 9th September, 1903. [2544]

NAVIGAZIONE GENERALE ITALIANA.
(Riviera and Ralutino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESEINA, NAPLES, LIGUORI and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA."
Captain Maganzini, will be despatched as above TO-DAY, the 11th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 4th Sept. mter, 1903. [4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"YUENSANG."
Captain Payne, will be despatched as above TO-DAY, the 11th inst., at 4 P.M.
This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 7th September, 1903. [2520]

NIPPON YUSEN KAISHA.
FOR MANILA.
THE Company's Steamship.

"KUMANO MARU."
5,076 Tons, Captain E. W. Haswell, will be despatched for the above port TO-DAY, the 11th inst., at 4 P.M.
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
T. S. TAKAYANAGI,
Acting Manager.
Hongkong, 7th September, 1903. [2521]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
PORTLAND, British barque, Young.—Dodwell & Co.
HELENA WYMAN, Amr. barque, D. A. Vanhous.
NOANOKA, American ship, J. A. Amabury.—Arnold, Karberg & Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	To-morrow, Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	PINGSUET	Brit. str.	C. Warrall	BUTTERFIELD & SWIRE	19th inst.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	Robinson	BUTTERFIELD & SWIRE	23rd October.
MARSEILLES, LONDON & ANTWERP	KINTUCK	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	13th inst.
MARSEILLES, LONDON & ANTWERP	KAMARURA	Fre. str.	H. Peterson	NIPPON YUSEN KAISHA	13th inst., D'light
MARSEILLES, LONDON & ANTWERP	TOKIN	Fre. str.	H. Peterson	NIPPON YUSEN KAISHA	23rd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	GLACUS	Brit. str.	Hilbensch	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & ANTWERP	YADA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	3rd Oct. Daylight.
MARSEILLES, LONDON & ANTWERP	AGAMERON	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	18th October.
MARSEILLES, LONDON & ANTWERP	PAK LING	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	37th October.
BREMEN, VIA PORTS OF CALL.	BAEYEN	Ger. str.	H. Formes	NICHOLSON & CO.	16th inst., at Noon.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	13th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dolron	HAMBURG-AMERIKA LINIE	13rd inst.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	6th October.
HAVRE & HAMBURG	BRIGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	30th October.
HAVRE & HAMBURG	SAXONIA	Ger. str.	Helmert	HAMBURG-AMERIKA LINIE	3rd November.
TRISTE, &c., VIA SINGAPORE, &c.	BRIGAVIA	Brit. str.	Craghette	SANDER, WIELER & Co.	19th inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	NORDKYN	Rus. str.	A. Bear	SHEWAN, TOMES & Co.	About 12th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. Pybus	CANADIAN PACIFIC R. Co.	30th inst., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TANTAR	Brit. str.	E. Beetham	CANADIAN PACIFIC R. Co.	7th October.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	F. Williams	DODWELL & CO., LIMITED	17th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOMA MARU	Jap. str.	A. Christianson	NIPPON YUSEN KAISHA	22nd inst., 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	CALCHAS	Brit. str.	Geo. Anderson	BUTTERFIELD & SWIRE	22nd Oct.
PORTLAND, OREGON	KAGA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	6th Oct., at 4 P.M.
AUSTRALIAN PORTS	INDONESIA	Brit. str.	E. W. Craven	PORTLAND & ASIATIC CO.	13th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	E. W. Craven	NIPPON YUSEN KAISHA	13th inst., at 4 P.M.
AUSTRALIAN PORTS	GASTREY	Brit. str.	W. Ellis	BUTTERFIELD & SWIRE	23rd inst., at Noon.
CHINA	CHINGTU	Brit. str.	J. M. C. Howie	BUTTERFIELD & SWIRE	5th October.
CHINA	CHINGTU	Brit. str.	J. M. C. Howie	BUTTERFIELD & SWIRE	14th inst.
CHINA	PRIBURU	Ger. str.	Frosch	HAMBURG-AMERIKA LINIE	17th inst., Daylight.
JAVA	JAVA	Brit. str.	T. Harries	P. & O. S. N. Co.	About 19th inst.
KINSHU MARU	KINSHU MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	15th inst., at Noon.
KAGOSHIMA M.	KAGOSHIMA M.	Jap. str.	K. MacKenzie	NIPPON YUSEN KAISHA	2nd Oct., at Noon.
PRONTO	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINIE	19th inst., at Noon.
SZOBUEEN	SZOBUEEN	Brit. str.	Hall	BUTTERFIELD & SWIRE	To-morrow.
MANCHANG	MANCHANG	Brit. str.	J. Robinson	BUTTERFIELD & SWIRE	23rd inst.
SHANGHAI	SHANGHAI	Brit. str.	W. D. Bryson	BUTTERFIELD & SWIRE	To-day.
CHINKIAN	CHINKIAN	Brit. str.	S. de B. Lockyer	P. & O. S. N. Co.	About 12th inst.
STILA	STILA	Brit. str.	T. Orata	OSAKA SHOSHEN KAISHA	To-day.
DAIJIN MARU	DAIJIN MARU	Jap. str.	K. Alashi	OSAKA SHOSHEN KAISHA	13th inst.
MAIDZURU M.	MAIDZURU M.	Jap. str.	K. Alashi	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
HAICHING	HAICHING	Brit. str.	Passmore	DOUGLAS STEAMSHIP CO.	To-day, at 4 P.M.
KUMANO MARU	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YUENSANG	YUENSANG	Brit. str.	Payne	JARDINE, MATHESON & Co.	To-morrow, 10 A.M.
ZAFIRO	ZAFIRO	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	13th inst.
KATIPONG	KATIPONG	Brit. str.	Pennyfather	BUTTERFIELD & SWIRE	18th inst., 11 A.M.
ROSETTA MARU	ROSETTA MARU	Jap. str.	H. S. Smith	SHEWAN, TOMES & Co.	19th inst., 10 A.M.
CHINGTU	CHINGTU	Brit. str.	J. M. C. Howie	BUTTERFIELD & SWIRE	5th October.
ISCHIA	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & Co.	To-day, at Noon.
INDO-MI MARU	INDO-MI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	22nd inst., at 5 P.M.
C. AFAR	C. AFAR	Brit. str.	A. Stewart	DAVID SASSOON & Co., LD.	15th inst., at Noon.
S. IFT	S. IFT	Brit. str.	A. E. Monger	CHI WO	Quick despatch.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship.

"CHUSAN."
Captain W. W. Cooke, E.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY the 12th SEPTEMBER, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 1st September, 1903. [1]

FOR CHEMULPO, DALNY AND PORT ARTHUR.
(Calling at SHANGHAI)

THE Steamship
"PRONTO."
Captain Grandt, will be despatched for the above ports on SATURDAY, the 19th inst., at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 10th September, 1903. [2553]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
THE Company's Steamship.

"PERSIA."
Captain Craghette, will be despatched as above on SATURDAY, the 19th September, P.M.
This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 25th August, 1903. [3]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion days, at 8.30 A.M.; from Macao week days about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September, 1903. [2112]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KORE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON
"INERASAMHA" 5,197 R. P. Craven September 13, 1903
"INDRAVALLI" 4,899 W. E. Craven October 14, 1903
"INDRAPURA" 4,899 A. E. Hollingsworth November 14, 1903
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 22nd August, 1903. [14]

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMSHIP DESTINATIONS SAILING DATES
KUMANO MARU SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNS, VILLE and BLUESBANE FRIDAY, 11th Sep., at 4 P.M.
KINSHU MARU MOJI, KORE and YOKOHAMA TUESDAY, 15th Sep., at Noon.
KAMARURA MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 19th Sep., at DAYLIGHT.

TOMA MARU U.S.A. VIA SHANGHAI, MOJI, KORE and YOKOHAMA TUESDAY, 22nd Sep., at 4 P.M.
IZUMI MARU B. MBAY VIA SINGAPORE and COLOMBO TUESDAY, 22nd Sep., at 5 P.M.
KANAGAWA MARU KORE and YOKOHAMA FRIDAY, 25th Sep., at DAYLIGHT.
KAGOSHIMA MARU MOJI, KORE and YOKOHAMA FRIDAY, 2nd Oct., at Noon.

KAGA MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 3rd Oct., at DAYLIGHT.
VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KORE and YOKOHAMA TUESDAY, 6th Oct., at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
Apply to
T. S. TAKAYANAGI, Acting Manager. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMSHIP SAILING DATES
BAYERN ... WEDNESDAY ... 30th September
ZELEN ... WEDNESDAY ... 14th October
SEYDLITZ ... WEDNESDAY ... 28th October
BOON ... WEDNESDAY ... 11th November
PEUSSEN ... WEDNESDAY ... 25th November
HAMBURG ... WEDNESDAY ... 9th December
PRINZ HEINRICH ... WEDNESDAY ... 23rd December
KONIG ALBERT ... WEDNESDAY ... 1904

* KRAUTSCHOU ... WEDNESDAY ... 6th January
SAHSEN ... WEDNESDAY ... 20th January
YAYEN ... WEDNESDAY ... 3rd February
SEYDLITZ ... WEDNESDAY ... 17th February
ROON ... WEDNESDAY ... 3rd March

* Steamers of the Hamburg-Amerika Linie.
ON WEDNESDAY, the 16th day of SEPTEMBER, 1903, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders, will be granted till NOON on MONDAY, the 14th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 15th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
MELOHRS & CO., AGENTS.
Hongkong, 5th September, 1903. [5]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 12th Sep. 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 19th Sep. 10 A.M.
PERLA	1880	J. McGinty	Cebu and Iloilo.	Sat. 19th Sep. 4 P.M.

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 7th September, 1903. [17]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	CHUSAN	Noon, 12th September	See Special Advertisement.
SHANGHAI	SIMLA	About 12th September	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 18th September	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI and KORE	JAVA	About 19th September	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 11th September, 1903. [1]

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to: ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
STEAMSHIP DESTINATIONS SAILING DATES
KONIGSBERG {HAVRE, BREMEN and HAMBURG} On 13th Sept. Freight & Passengers.
ANDALUSIA {Calling at Singapore, Penang and Colombo} On 23rd Sept. Freight.
ABESSINIA {HAMBURG and HAMBURG} On 6th Oct. Freight.
BRIGAVIA {Calling at Singapore and Penang} On 20th Oct. Freight.
SAXONIA {HAMBURG and HAMBURG} On 3rd Nov. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 23rd Sept. 1903
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 14th Feb.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 20th April.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 47 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some of Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. KROWN, General Agent,
Paddy Street.

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.
Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons
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OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTHONY"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 27th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 19th September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and J. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"CALCHAS"	On 2nd October.
The s.s. "MACHAON" left Victoria on the 2nd inst., for Japan and Hongkong.	"OANFA"	On 2nd November.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th September, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KALGAN"	On 11th September.
CHEFOO and NEWCHANG	"SACHUEN"	On 12th September.
YOKOHAMA and KOBE	"CHINGTU"	On 14th September.
SHANGHAI	"CHINKIANG"	On 14th September.
MANILA	"KAIPOH"	On 16th September.
CHEFOO and TIENTSIN	"NANCHANG"	On 23rd September.
MANILA	"CHINGTU"	On 24th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is on board.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th September, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSWI, VIA SWATOW AND AMOY	"DAIKU MARU"	FRIDAY, 11th September.
TAMSWI, VIA SWATOW AND AMOY	"T. OGI"	THURSDAY, 17th September.
ANPING, VIA SWATOW AND AMOY	"T. W. GROVES"	September.
ANPING, VIA SWATOW AND AMOY	"MAIDZUBU MARU"	SUNDAY, 13th September.
ANPING, VIA SWATOW AND AMOY	"K. AKASHI"	September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is on board.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest class at Lloyd's.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 10th September, 1903.

T. ARIMA, Manager

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NORTHERN PACIFIC STEAMSHIP CO BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR

VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
"LYRA"	F. Williams	4,417	September 17th
"TACOMA"	A. Dixon	2,812	September 24th
"VICTORIA"	J. Pantou	3,602	October 10th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods. WM. PARLANE, Manager.

Hongkong, 18th November, 1901.

MUSIC.

RAPID Tuition given on the HANJO VIOLIN, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate. L. A. DE GRACA, 58, Peel Street, or Care of Daily Press Office.

Hongkong, 11th August, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"BRABMAR" ... 12th Sep.
"SATSUMA" ... 23rd Sep.
"SHIMOSA" ... 10th Oct.
"KURDISTAN" ... 24th Oct.
"RICHMOND CASTLE" ... 7th Nov.

For Freight and further information, apply to DODWELL & CO. LD., Agents.

Hongkong, 4th September, 1903. [1125]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd September, 1903, at 1 P.M., the Company's Steamship "PONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian line s.s. "Dumbia" bound for MARSEILLES via HONGKONG and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 21st September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th September, 1903. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN" Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a daily qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th August, 1903. [2419]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"NORDKYN," Captain A. Beer, will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 31st August, 1903. [2440]

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35. STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1964]

FOR KUAN CHAU WAN.

THE Steamship

"SWIFT" Captain A. E. Mongor, will have quick despatch for the above port.

For Freight, apply to CHI WO, Agents, Wing Wo Lane.

Hongkong, 8th September, 1903. [2342]

FOR CANTON.

THE new and fast Twin-Screw Steamer "SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each. Cargo Freight very moderate. J. TREVoux & CO., No. 128, Consaught Road Central. Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 1st August, 1897. [8]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA. (Etorio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"ISCHIA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 3rd September, 1903. [4]

STEAMSHIP "AUSTRALIEN." COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and Aden, and from Bordeaux ex s.s. "Ville de Valenciennes," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Precious Metals, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after unloading.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 6th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after Monday, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th September, 1903. [2]

OCEAN STEAMSHIP COMPANY, LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th September, 1903. [1012]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRASAMHA," FROM PORTLAND (OR) YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 4th September, 1903. [14]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 9th inst.

Goods not cleared by the 16th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 19th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 9th September, 1903. [2554]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 9th September, 1903. [7]

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for Damage to Cargo by water, when the "Petrach" was on fire at Shanghai, 13th May, 1903, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Limited), Shanghai, on or before 1st OCTOBER next, after which date no Claim will be recognised.

SANDER, WIELER & CO., Agents.

Hongkong, 31st August, 1903. [2445]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:— Loaded with Powder only, and 1 oz. of Shot.

Primers Cases, 34.25
Pecuniary Cases, 6.85
Ejector Brass Cases, 7.50

Apply to— WM. SCHMIDT & CO, Gunmakers, Hongkong.

Hongkong, 3rd July 1902. [191]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 64.

STONE JUNK SUNK IN CHANNEL JUST ABOVE 2ND BAE CREEK.

REFERRING to Local Notice to Mariners No. 63, NOTICE IS HEREBY GIVEN that the masts have been removed from the stone-laden Junk sunk above 2nd Bae Creek.

A Green Buoy with the word "Wreck" painted in white letters has been moored over the spot, and a boat will hoist a RED LIGHT AT NIGHT until further notice.

J. HOWELL MAY, Harbour Master.

Approved, H. B. MORSE, Commissioner of Customs, Custom House, Canton, 3rd September, 1903. [2524]

SIEN TING.

SURGEON DENTIST. No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

Food is Poison, UNLESS DIGESTED.

The vigour of health depends on good digestion. Undigested food poisons the blood, which clogs up the skin, the liver and the kidneys. Food properly digested makes new strength, new blood, new life. Keilsch for food and power to digest comes with Seigel's Syrup. Compounded of fruits, roots and herbs, it tones and cleanses the liver and kidneys, and clears the stomach of the decayed products of indigestion—the fruitful cause of headaches, languor, brain pain, constipation and anemia.

SEIGEL'S SYRUP

"For a number of years I suffered from indigestion during the hot summer months from acute indigestion and severe bilious attacks. On such occasions I was completely prostrated by splitting headaches. I had no appetite, slept poorly, was low-spirited and extremely nervous. I tried many tonics and required headache cures, but got no relief until I took Mother Seigel's Syrup, and in a few weeks that remedy set me up again. I can now eat well, sleep well and perform my duties with ease." Mrs. Belle Conlon, 4, Farnell Place, Newcastle, N.S.W.

AIDS Digestion.

MELLIN'S FOOD

For INFANTS and INVALIDS.

Purely Vegetable and Untouched by Hand.

MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.

Mellin's Food Works, Peckham, London, England.

YES, SIR! HERE'S THE BEER, SIR!

RAINIER—THE ONLY BEER, SIR!

A. S. WATSON & CO., LD., HONGKONG AGENTS

